

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 " "FATSHAN," 2,260 " " R. D. Thomas.
 " "HANKOW," 3,073 " " C. V. Lloyd.
 " "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 " "NANNING," 569 " " C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

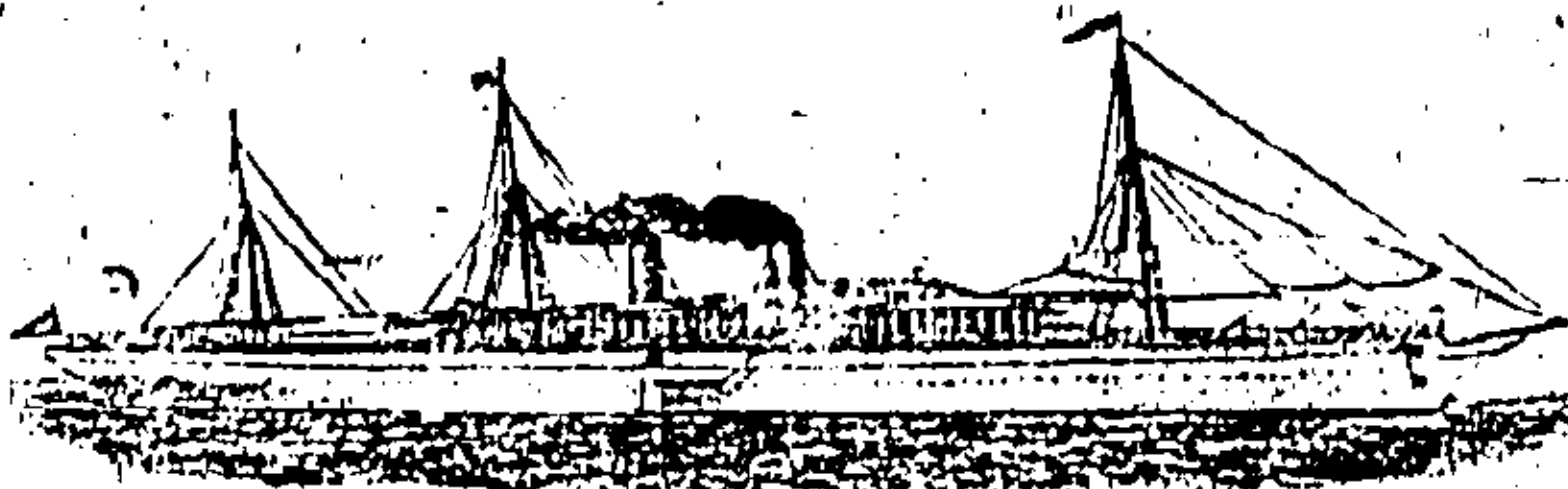
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 24th September, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

| R.M.S. | Tons | Leave Hongkong | Arrive Vancouver |
|---------------------|-------|------------------------|------------------|
| "EMPERESS OF JAPAN" | 6,000 | THURSDAY, September 27 | October 15 |
| "MONTEAGLE" | 6,163 | WEDNESDAY, October 3 | October 27 |
| "EMPERESS OF CHINA" | 6,000 | THURSDAY, October 25 | November 12 |
| "TARTAR" | 4,425 | WEDNESDAY, October 31 | November 24 |
| "EMPERESS OF INDIA" | 6,000 | THURSDAY, November 22 | December 10 |
| "ATHENIAN" | 3,882 | WEDNESDAY, November 28 | December 22 |

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Intermediate, £40.
 Steamers and 1st Class on Railways £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, Hongkong, 12th September, 1906.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c., &c., &c.

Sole Agents for—
 FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆李
 CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE
 at
 No. 35, DES VOUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
 Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
 (Sd.) A. S. WATSON & Co., Ltd.
 ORDERS punctually attended to, and CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS. | SAILING DATES. |
|------------------------|-------------------------------|
| PRINZ HEINRICH | WEDNESDAY, 26th September. |
| GNEISENAU | WEDNESDAY, 10th October. |
| PRINZ LUDWIG | WEDNESDAY, 24th October. |
| PRINZESS ALICE | WEDNESDAY, 7th November. |
| ROON | WEDNESDAY, 21st November. |
| BUELOW | WEDNESDAY, 5th December. |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 19th December. |
| PRINZ RITTEL FRIEDRICH | WEDNESDAY, 2nd January, 1907. |
| SEYDLITZ | WEDNESDAY, 16th January. |
| PRINZ HEINRICH | WEDNESDAY, 30th January. |
| GNEISENAU | WEDNESDAY, 13th February. |
| PRINZ LUDWIG | WEDNESDAY, 27th February. |

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 24th September, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th September.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class |
|--|------------|------------|------------|
| TO NAPLES, GENOA & GIBRALTAR | £61. 0. 0. | £42. 0. 0. | £22. 0. 0. |
| Return | 91. 0. 0. | 63. 0. 0. | 33. 0. 0. |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG | 65. 0. 0. | 44. 0. 0. | 24. 0. 0. |
| Return | 97. 0. 0. | 66. 0. 0. | 36. 0. 0. |
| TO NEW YORK VIA SUEZ: | | | |
| VIA NAPLES, GENOA OR GIBRALTAR | 64. 0. 0. | 44. 0. 0. | 26. 0. 0. |
| Return | 115. 0. 0. | 79. 0. 0. | 47. 0. 0. |
| VIA BREMEN OR SOUTHAMPTON | 68. 0. 0. | 46. 0. 0. | 27. 0. 0. |
| Return | 123. 0. 0. | 83. 0. 0. | 49. 0. 0. |

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAT, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

| STEAMERS. | Tons. | SAILING DATES. |
|-----------------|-------|-----------------------------------|
| PRINZ SIGISMUND | 3,302 | WEDNESDAY, 26th September, 4 P.M. |
| WILLEHAD | 4,763 | TUESDAY, 13th November. |

ON WEDNESDAY, the 26th day of September, 1906, at 4 P.M., the Steamship PRINZ SIGISMUND, Capt. D. Lens, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardsess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class | 1st Class | 2nd Class |
|--|-----------|-----------|-----------|-----------|-----------|
| TO MANILA | \$50.00 | \$30.00 | \$20.00 | Return | \$50.00 |
| TO NEW GUINEA | £28.00 | £18.10 | £14.00 | Return | £42.00 |
| TO BRISBANE | £30.00 | £20.00 | £14.00 | Return | £54.00 |
| TO SYDNEY | £31.00 | £23.00 | £15.00 | Return | £59.10 |
| TO MELBOURNE | £34.10 | £24.10 | £16.00 | Return | £62.5 |
| TO YOKOHAMA | \$80.00 | \$60.00 | \$40.00 | Return | \$170.00 |
| TO KOBE | \$95.00 | \$70.00 | \$50.00 | Return | \$170.00 |
| TO YOKOHAMA & back from KOBE to HONGKONG | \$140.00 | \$100.00 | | | |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class |
|--|------------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer | £97. 0. 0. |
| TO EUROPE VIA AUSTRALIA AND AMERICA | 96. 0. 0. |

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ LUDWIG WEDNESDAY, 26th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZESS ALICE WEDNESDAY, 10th October.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

| | 1st Class |
|---------------------------------------|------------|
| TO LONDON VIA PLYMOUTH OR SOUTHAMPTON | £61. 0. 0. |
| TO BREMEN | 63. 10. 0. |
| TO PARIS VIA GENOABOURG | 65. 0. 0. |
| TO NAPLES, GENOA VIA GIBRALTAR | 65. 0. 0. |

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|-------|-----------------------|--------------------|-----------------------|
| TJIMAH | JAPAN | Second half September | JAVA PORTS | Second half September |
| TJIBODAS | JAVA | Second half October | JAPAN VIA SHANGHAI | Second half October |
| TJIPANAS | JAPAN | Second half October | JAVA PORTS | Second half October |
| TJILIWONG | | | | |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 25th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bunting Street, 565, Nanjing Road.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1905.

[42]

NIKKO CO.

WHOLESALE and RETAIL DEALERS

in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong, 28th April, 1906.

[43]

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and

CAKES.

CROSSE and BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHIPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.

Hongkong, 21st July, 1906.

[44]

Intimations.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER-BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
RAINIER.

Per Case of 1 doz. quarts \$16.50

Per Doz. quarts 4.20

Per Case of 6 doz. pints 16.50

Per Doz. pints 2.75

A. S. WATSON & CO.
LIMITED.

HONGKONG, 24th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Tung Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum

WEEKLY—\$12 per annum

The rates per quarter and per annum, proportionally.

The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue is only paid of the world is 30 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 25, 1906

A HUNT FOR COMPANY
DIRECTORS.

Not long since considerable friction had existed in certain commercial circles in Japan culminating in the resignation in a body of the directors of one of the prominent joint-stock companies in Osaka. The matter apparently did not rest with the resignation in question. An indictment of several prominent men appears in the *Jiji*, a Japanese, vernacular paper, which charges certain directors of a public company with acting in the interests of themselves, and not their shareholders. Our contemporary also states that the action of Mr. Hara, the Home Minister, in sanctioning the car-fare increase at Tokio in defiance of popular opinion, in approving the construction of the Keihin (Tokio-Yokohama) electric railway, and an electric railway in Ehime Prefecture, has caused strong criticism among the public. According to our vernacular contemporary, we gather from the columns of the *Japan Chronicle*, the charter in the last-mentioned instance was granted to a syndicate in which a number of Constitutionalists are interested, in preference to another syndicate, which nevertheless had made prior application. It is expected that this matter will be taken up as a political question at the next session of the Diet approaches. The *Jiji* also learns that the new directors of the Osaka-Sugar Refining Company have under consideration a scheme to distribute between themselves a number of new shares

for the increase of the company's capital, in return for their good services in effecting the incorporation of the Osaka concern with that at Tokio. It is contended that a presentation of shares to directors, can only be voluntarily proposed by the shareholders, as a mark of appreciation of directors who have ably discharged their duties for many years and placed the concern under their control on a firm basis. In the present case the incorporation of the companies, after protracted agitation, is only just agreed to when the directors commence to claim rewards for their services. This fact shows, concludes the *Jiji*, that the object of these men in advocating the amalgamation of the two companies was not so much the well-being of the concern under their control as the possibility of securing a few shares. The trouble is not an evil complained of in Japan alone. We have not to go a hundred miles from the Colony to discover that shareholders' interests in joint-stock enterprises are not always placed before those of the directorate who are invariably handsomely paid for inadequate services rendered.

LOCAL AND GENERAL.

INVITATIONS have been issued by His Excellency the Governor to a Ball to be given at Government House on 15th November, the nearest convenient date to His Majesty the King's Birthday.

WE are requested to state that members of the Hongkong Football Club who have not entered for the six-a-side tournament might kindly send in their names to the honorary secretary at the Chartered Bank.

A TAIPEI message states that the aborigines have displayed aggressive tactics at Sankakinyu. Two or three Japanese police-officials and others engaged in advancing the defensive works are killed or wounded daily. Up to the 14th instant the Japanese casualties amounted to 23 killed and 25 wounded.

THE battleship *Atsuta*, recently raised, after many abortive endeavours at Sasebo, is now undergoing repair at the naval port side by side with the battleship *Itate*, formerly the Russian *Retvizan*, raised in Port Arthur. The repairs of these ships are expected to be completed by April or May next, and both vessels will go into commission as powerful and well-equipped battleships.

AN Indian assistant in a shop at 41, Conk Street, Hongkong, was arrested and committed before Mr. F. A. Hazell, at the Police Court at nearly \$300, for stealing goods, etc. on board a steamer, the property of his employer, Mr. H. J. Gardiner, of the office of Mr. O. D. Thomson, defended. According to the evidence given, the accused was in charge of the shop during his master's temporary absence from the Colony, and he was alleged to have played ducks and drakes with his master's property and money. His Worship passed sentence of three months' hard labour.

A MESSAGE from Taipei to the *Jiji* states that the Tairoku tribe in Formosa has shown great activity during the present month, several Japanese having been killed by them. Some particulars to this effect have already appeared in our columns. So serious has this native disturbance become that the authorities have decided to take further action against them. A number of troops and hundreds of police have been ordered to the scene, and were to embark at Anping on the 7th and 10th inst. The local forces will thus be considerably augmented, with a view to putting an end to the trouble.

Two steamers, said to be each over 1,000 tons, lying at the bottom of Port Arthur, are to be disposed of by public tender. The O.S.K. steamer *Senbu-maru*, which struck a sunken Russian ship at the entrance to Port Arthur, and settled down on her, is reported to have now sunk to the bottom, owing probably to the strong currents. Immense quantities of broken shell, cartridge-cases, damaged rifles, etc., have accumulated at Newchwang and Tairen, whither they are taken from various parts of Manchuria by Chinese, who collect them on the battlefields. This old metal is being shipped to Japan in large quantities.

At the Supreme Court, this morning, in Summary Jurisdiction, before His Honour Mr. A. G. Wise, when a case was called on the solicitor for the plaintiff applied for an adjournment on the ground that his client had left the promissory note, the subject matter of this action, and had had to go to the country to get it. "Yes, but will he come back?" asked His Honour. "He returned last night, my Lord, but of course I have not yet been properly instructed." "Oh! he came back, did he?" I know something about this man; he has been a bankrupt, has he not?" "Yes, my Lord, but that is not against him now." "No, quite so, it is not against him now," rejoined His Honour, "but if I recollect aright, there was a judgment against him which was never paid up. It's a curious thing; this man goes into bankruptcy and withholds these papers, and then, when he gets clear, he starts to sue on them—that looks to me like fraud." "But he was made a bankrupt, my Lord," said the solicitor. "Oh, yes, I know," said His Honour, "he was a partner in a firm that became bankrupt, and was ordered to file a statement of accounts, but he never did so, and the matter came to some sort of settlement, and he got out of it. I know the man. Let the case go into Friday's list, and in the meantime it would be as well for you to make some inquiries about your client and his antecedents."

THE TYPHOON.

THE HARBOUR.

The harbour is gradually assuming its normal appearance. The junks and sampans that managed to weather the storm, which sent so many of their class of craft either to the bottom, or on to the Praya, in unrecognizable pieces, like heaps of firewood, have had their small damages repaired, their sails repatched, and are once again in their old places along the Praya looking for business.

CANTON'S PRACTICAL SYMPATHY. His Excellency the Governor has received from Mr. Mansfield, H.B.M.'s Consul-General, Canton, a cheque for \$5,500, being the subscriptions of the foreign community at Canton towards the relief of the Chinese sufferers from the late typhoon.

Mr. Mansfield, in forwarding the cheque, says:—"On behalf of our little community I desire to express our deep sympathy with your Excellency and the Colony generally, in the appalling disaster which has befallen you."

In acknowledgment His Excellency has written:—"I beg to convey to you most cordial thanks for this generous testimony of kind and neighbourly feeling."

THE OBSERVATORY COMMISSION. We understand that members of the mercantile marine, and others who may be willing to give information calculated to assist the committee of inquiry appointed to ascertain whether earlier warning could have been given of the typhoon of the 18th inst., are requested to call on the Chairman of Committee, at the Attorney General's chambers on Saturday, the 29th inst., at 10.30 a.m.

THE DAMAGED STEAMERS.

A visit to Kowloon this morning resulted in disappointing paucity of information regarding the progress of work for the raising of the wrecks in the harbour. The German s.s. *Petrarch* lies against the Wharf Company's seawall, with her huge stern on the stern, apparently nothing being done to have her docked. In all probability telegrams are being exchanged between her owners and the local agents determining the action to be taken for her repairs.

The *Petrarch's* crippled neighbour, the American sailing ship, the *S. P. Hitchcock*, is in the same plight. She lies with her list to starboard, in the same position as she was in after the storm on Tuesday. Nothing definite could be ascertained as to when the Dock people will take her in hand.

The French naval authorities have been well advised in deciding upon raising the torpedo-boat *Fronde*, now submerged near the Naval Depot at Kowloon. We understand that, as in the case of the *Hewachan*, the energetic *Protektor* will be entrusted with the raising of the French war-ship. When once afloat she will be turned over to Mr. Wilson, and his capable staff at Kowloon, upon whom it can be relied that when the *Fronde* takes water again from the *Huapoh*, no good lighting ship as if she had never been through the experience of last Tuesday morning.

The *Prima Waldemar*, when seen at her moorings on Sunday, could not be believed to have sustained any damage at all. She was, however, dry-docked yesterday morning, when the *Empress of Japan* made room for her in the No. 1 Dock. A minute examination disclosed the fact that her shaft and rudder have been rather badly injured by being twisted. Minor damages will also have to be made good before this Australian liner leaves the dock.

The *Chinkai Maru* is coming up to the surface of the water off Kellert's Island rather slowly, but none the less certainly. Weather conditions yesterday again hampered the work of the salving party. Pumping operations had to be discontinued off and on, only to be resumed to-day. When the Boarding Officer left the ship this afternoon the *Chinkai* was not then completely re-floated, but work was steadily proceeding to that end, and we should not be surprised to find that within the week, the Japanese tramp will have found her berth in one of the Dock Co.'s establishments.

The official list-to-day of ships in the hands of the repairing staff is as follows:—Kowloon Dock: *Vigilante*, *Sorsogon*, *Changsha*, *Ch. Hardouin*, *Sullberg*, *Devawongse*, *Prinz Waldemar*, *Fr. H.M.S. Moore*, *Fr. Franque*, and *Johanne*.

Cosmopolitan Dock: *Radnorshire* and *Suzarhome*.

LIGHTERS FROM SHANGHAI.

In shipping circles it is currently discussed that, owing to the scarcity of lighters in the harbour, one of the great shipping firms has ordered a number of the firm's disposable lighters to be towed down from Shanghai, thus replacing those that have been wrecked or founded on Tuesday morning. Another leading firm of ship-owners is believed to have placed a fairly good order with the Shanghai Dock and Engineering Co., Ltd., for a number of lighters to be towed down South as soon as ready. They also are intended to replace the "crippled floating plant" of a firm whose mainstay is the large fleet of galleys whose operations in the East they control, either in the capacity of agents or as general managers.

SHORTAGE OF JUNKS.

The few junks that were spared by the typhoon are reaping a harvest now. There is so much cargo to be shipped, and so few junks to undertake the work that many ships in the harbour, it is said, cannot leave according to schedule time owing to the deficiency of cargo boats. That those cargo boat owners whose junks are at work in the harbour at the present moment are making hay while the sun shines, is a well-known fact, for they have been offered \$50 a day for the hire of their boats and they have refused, averring that they could obtain the double that sum at other quarters. This scarcity of cargo-boats, it is reported, has been the cause of bringing our harbour authorities to action, for we understand that a Government

official has been despatched to Canton and Macao in order to induce cargo-boat owners to come down here to work. These men at first refused, thinking, perhaps, that it would be necessary for them to take out licences for their boats. This was told to the authorities and the representative was sent to Canton again yesterday to inform cargo-boat owners that it will not be necessary for them, on this occasion, to obtain licences; the only thing necessary would be the payment of twenty-five cents as "port dues." This, we think, will be satisfactory to the junk people, who are expected here shortly. A certain enterprising Hongkong gentleman when he heard of the huge rates junk owners were charging for their boats left the Colony for Canton at once to buy junks and bring them here to hire out.

ON SHORE.

The city is almost clear of the fallen trees and other refuse, blown on to the roads by the storm. All day long carts from the Sanitary Department have been busily engaged in collecting loads of garbage from the heaps that have lain along Connaught Road Central since Tuesday last; and a most unpleasant duty it has proved, for as the top layer was removed the stench given out from below was nauseating in the extreme. But innumerable, still, are the groups of homeless unfortunates to be seen all along the road from Blake Pier nearly to West Point—some squatting on mats and taking their rice in bowls, and in comfort, while others are eating "something out of paper-wrappers," while standing and gazing at the waters which have stolen their homes and their all, and wondering what the morrow will bring forth.

EUROPEAN ON THE NINE-PINS.

A report was brought into the Colony to-day by the s.s. *Horam*—that the body of a European had been seen on the Nine Pins, but as it was further stated that the body had red hair and a red beard, it was understood that it was not the corpse of anyone from the Colony.

AT MIRS BAY.

The inhabitants on the shores of Mirs Bay seem to have come in for their share of the boisterous weather of Tuesday last. A report was brought into town this morning by a visitor to that region, to the effect that a tremendous sea, almost palfaking of the nature of a tidal wave, broke over the shores, doing considerable damage to the craft remaining in the Bay, and inundating the houses. In one house a Chinaman was asleep in his bed, when the high sea completely swamped the place, and the man was drowned in his own house.

THE POLICE BUSIN.

A visit to Kowloon this morning by a representative of this paper was enough to convince him that the work now being done by the police on the peninsula and elsewhere was not "all child's play," as a few pessimists seem to think. The police basin there is literally clogged with all kinds of rubbish. Here the hull of a damaged steam launch can be seen, there boxes of decayed mushrooms, in fact all over the place is one complete mass of filth, and the stench for the police believe there are corpses under the wreckage is abominable. Yet, inspectors Langley and Kerrand their over-worked men are in the pond up to their waists, dragging out the rubbish, in order to clear the basin of its refuse, to allow a launch, which is on the slip, to get out to work.

LOTING.

is being carried out by the natives with as much vigour as before in spite of the strict watch being kept by the police. Reports say that when a shopkeeper boarded the ill-fated steamer *Kwongchow* on the morning of the 18th instant, with the intention of going to Canton, he had over \$5,000 in notes to make purchases with. Before the ship went down the shopkeeper lashed the notes under his arm in an oil cloth, but when he was picked up on the beach at Kowloon later and identified the oil cloth was still there, but the money was gone.

SINGAPORE'S CONSOLATION.

Commenting on the late typhoon in Hongkong, the *Singapore Free Press* writes:—"Singapore may suffer many disabilities as compared with the more energetic and wealthier Hongkong, but at least we are spared the periodical infliction of typhoons, with all their tale of death and destruction. And for that immunity we cannot be too thankful. As misfortunes proverbially never come single, it is unpleasant to see that 'another typhoon is expected.' This is almost adding insult to injury; as though one experience of the kind were not enough for any ordinary lifetime. The details of this great typhoon must be exciting reading, and we await the arrival of the Hongkong mails with anxious interest."

The *Strait Times* says: "Reuter now joins in with our Special Correspondent in describing the dreadful convulsion at Hongkong. The typhoon which struck the port would seem to have been one of exceptional ferocity, and the long list of casualties grows longer and longer as details come to hand. We in the Straits extend our heartfelt sympathy to the sufferers and losers by this awful visitation at Hongkong, which marks another milestone in the last twelve months' calamitous march of the Fiend, who rules the volcano, the earthquake, and the wind."

BRITISH SQUADRON IN KOREAN WATERS.

ADMIRAL MOORE AT SEOUL.

Admiral Moore and staff, with 32 other officers of the British Asiatic Squadron and 100 men, arrived in Seoul on the 14th inst. Admiral Nakao, Commander of the Japanese squadron at Chemulpo, and other officers and men accompanied the British officers.

Immediately on arriving Admiral Moore visited the Residency-General and then the British Consulate. At 3 p.m. the Admiral and other officers attended a reception prepared by the Residency-General. There were present over 400 officers and officials including the guests and hosts. Unfortunately decorations were almost completely spoiled by rain and all the entertainments which had been prepared had to be abandoned.

A FALSE CHARGE.

INDIAN POLICEMAN CONVICTED.

On Monday afternoon last Indian Policeman 633 by name Mohamed Khan dragged a hawker into No. 7 Police Station at West Point and laid a charge of dumping rubbish in the street against the man. Inspector Collett, who was about to take down the charge, questioned the policeman as to what the rubbish consisted of and on what street it was dumped, but the Indian made such a blunder of the whole affair that the inspector feared there was something fishy about the man. The policeman could not tell what kind of rubbish it was that the hawker was alleged to have cast on the street, nor could he tell on what side of the road the rubbish could be found. Sergeant Gordon was at once deputed to accompany the Indian and the hawker back to the spot where the alleged dumping occurred. The Indian led the way and when he got to Pokfulam Road pointed to a spot where he said the rubbish was dumped. There was no rubbish to be seen. The Indian policeman was taken back to the station and held while the sergeant went out to get information which would throw some light on the matter. He was not long away before he could produce more than a dozen witnesses to prove that the charge was a false one and more than that the policeman was to blame. From some of the witnesses it was learnt that the policeman in question was in the habit of taking stuff from hawkers' stall at West Point and refusing to pay for it, in fact, if they insisted on being paid for what the "officer" took they were threatened with being locked up. On the day in question Indian policeman 633 went up to the hawker's stall and took up a handful of almonds. The hawker naturally demanded payment. Seeing the policeman showed no willingness to pay for the almonds the hawker told him that he was a poor man, that he did not make large profits out of the business, and that he did not mind the officer taking one or two of the almonds, but when he took a handful it was a serious matter to him, whereupon, it was said, the Indian seized the hawker by the queue and removed him to the station and what transpired there is related above. Inspector Collett on getting to the bottom of the matter immediately charged the Indian, and at the Police Court yesterday morning he denied a charge of misconduct. After evidence was heard he was found guilty, and the magistrate fined the man \$10, or in default one month's hard labour. He was recommended for dismissal from the force.

TRAGEDY AT THE DOCKS.

CAUSE OF RUSSIAN SAILOR'S DEATH.

From inquiries made in official quarters to-day regarding the rumour that was afloat in the city yesterday afternoon to the effect that a Russian sailor on board the steamer *Khai* had met his death under circumstances which were representative was given the particulars of the tragedy. When the first news of the sailor's death reached the Water Police it was suggested that the sailor was pushed down the hold. Inspector Langley detailed Detective-sergeant Widen to inquire into the matter, and together with the Russian Consul the detective visited the ship, which was in the Cosmopolitan Dock. Several sailors were examined regarding the allegation made by certain members of the crew, but nothing could be adduced to show that foul play was the cause of death. It was proved that the deceased sailor was on good terms with all on board before his death, and that his fall into the coal-bunkers—a twenty feet drop—was purely accidental. The tragedy occurred on the afternoon of the 19th instant. The medical evidence taken by the police, gave the cause of death as due to a fractured skull, there being no signs of foul play. That was enough for the police, and the matter was dropped the sailor being buried the following day.

AN UNGRAVEFUL BEGGAR.

"I WON'T LEAVE—PUT ME OUT."

The old saying that those who deserve get nothing while those who don't get all, is a saying that is quite true, for it was illustrated at the Police Court this morning when a representative of Messrs. David Sassoon and Company proceeded against a man for disorderly behaviour in their office yesterday morning. The defendant in the case was one Ezekiel Abraham. Messrs. David Sassoon and Company, as is well known to all, have always been in the habit of assisting needy Jews in their difficulties. About a month ago, according to Mr. Judah Joseph, a clerk in the complainant firm, the defendant visited their office and he was then given the price of a passage to Siam. When all thought he was far away the defendant walked quietly into the office one day this week and was again given some money. He turned up yesterday and on this occasion was refused any consideration and when told to leave the office he refused point blank, saying that a policeman was the only person who could put him out. He became a general nuisance in the office by following the manager up and down the premises, until it got so aggravating that a policeman was called and the defendant removed to the station. The defendant said that when he was given his passage money he took sick and the money was spent in purchasing medicines. Messrs. Sassoon and Company were his countrymen and they ought to have helped him. Mr. Hareland informed Inspector Warnock that from what he had heard about the case the prosecution could not prove that the defendant was disorderly. He was of opinion, he informed Mr. Joseph, that it would be best in the future if they gave the passage ticket to the person they are helping instead of the money as they would then be sure that the person would go. Defendant would be bound over to the sum of \$100 to be of good behaviour for six months.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE CHINESE CONSTITUTION.

TO BE MODELLED AFTER JAPAN.

ROYAL COMMISSION IN FAVOUR.

[From Our Own Correspondent.]

Shanghai, 25th September, 1.45 p.m.

A despatch received from Peking to-day states that nine-tenths of the members appointed to consider the question of Constitutional Government for China favour the acceptance of a Constitution as near as possible to that of Japan.

ANTI-CONSTITUTIONALISTS AT WORK.

It appears that the high officials and Manchu nobles who have been lately trying to discourage their Imperial Majesties from approving the principle of Constitutional government for China have suddenly received an accession to their ranks by the appearance on the field of the anarchists, or rather Red Republicans, who acknowledge Dr. Sun Yat-sen as their leader. These men, we learn from a correspondent, have been addressing unsigned letters to the high provincial authorities along the coast and in the Yangtze Valley declaring their determination to prevent the putting into operation of constitutional government in the Empire "until such time as their party (Anarchists, Socialists or Red Republicans) was ready to give it to the country, having of course seized the necessary power at the head of the Government." To obtain this end the policy of the writers of the letters would be to "put away" every one of the Travelling High Commissioners, each and all of whom favoured the recommendations of their Excellencies, and inaugurate a reign of terror. Once these partisans of reform and constitutionalism have been put out of the way, the country will be ready to welcome the tenets as advanced by the letter-writers.

Such is the gist of the anonymous letters that have been lately received by a large number of high officials, and we learn also that circulars have been secretly disseminated amongst the masses containing similar anonymous and anarchical views. Happily all this is the talk of a few unbrainwashed men who are said to have resided abroad and associate there with anarchists. Such people actually number not even a hundred men and, so far, those who have been arrested by the authorities, instead of being desirous to pose as heroes and martyrs of their cause have shown themselves only too anxious to buy clemency by betraying their fellow-conspirators to the judges. We remember to have been told by someone about seven years ago that these anarchistic followers of Doctor Sun Yat-sen numbered at the time over four hundred "true and trusty patriots," anxious and ready to shed their last drop of blood to bring about the triumph of their cause. Apparently, however, instead of increasing in strength and influence, we now learn that at present day these followers of Sun Yat-sen barely number a hundred.

In respect of the calibre of these followers, we have only to recall the attempt of wholesale murder by Sun Yat-sen of the officials of Canton on the morning of Chinese New Year's day, previous to the Boxer uprising of 1900, during the regime of the late Li Han-chang (elder brother of Li Hung-chang), Viceroy of the Two Kwang provinces. Sun Yat-sen organized at Hongkong an "Army of Invasion against Canton," which was to arrive in Canton on the day of the projected "outbreak in the usual steamers plying daily between the two ports. It was proposed to destroy with gunpowder (underground and otherwise) the telegraph cables, the yamens of the Viceroy, Governor and Provincial Treasurer, while at the same crucial moment and with the same instruments of destruction the Viceroy, Governor, Treasurer, Judge, Magistrate and the thousand-and-one civil and military officials, who were gathered at the Imperial Temple (Wanshoukung) to pay the usual New Year obeisances before the Imperial tablets, were to be also "hoisted to the heavens" and thus make away with one stroke the entire governing machinery of Kwangtung province. During the confusion that would certainly then arise in the city the "glorious Army" of Republicans under its President and commander-in-chief Sun Yat-sen would then rush to the breach and gain peaceable possession of the Metropolis of the south which would be made into the headquarters of the New Republic. The scheme was very good, but the agents of the Chinese Government in Hongkong knew everything that was going on in the interior council of the "Republican Army of Invasion" long before it left Hongkong for Canton, and the officials in Canton were prepared to deal with the invaders the moment they landed on the jetty. The result was that nearly all the five hundred men were arrested on leaving the steamer. At the trial it turned out that nine out of ten of the "Army" were coolies of the most degraded class, who had been enrolled by Sun Yat-sen without knowing what they were expected to do, being told by those who had engaged them that they would be told what to do when they arrived at Canton. And the leaders of the "Expeditionary Force," like the shrewd and sly fellows they were, never landed at Canton, having been too late to recall their "Army"—that everything was known to the authorities. Sun Yat-sen and his lieutenants left their victims in the lurch and fled abroad. A few of the latter who showed that they did know something of the expedition were executed as "warning to others," while the rest of the unlucky coolies were set at liberty having undergone imprisonment and suffering at the rate of one dollar—the advance given them on their wages—which was to be about five dollars a month. Sun Yat-sen and his crew are now, it is stated, again at work, and we may be sure that, when it comes to the point they will again flee and leave their victims to suffer as they did in Canton. It is to be hoped that the people of Yangtze Valley, where it is stated Sun Yat-sen is working, will take warning from what happened at Canton in Viceroy Li Han-chang's time.—N.O. Daily News.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE FISHERIES NEGOTIATIONS.

VISCOUNT HAYASHI'S DENIAL.

[From Our Own Correspondent.]

Shanghai, 25th September.

1.45 p.m.

Viscount Hayashi denies the existence of any deadlock in relation to the Russo-Japanese fisheries negotiations.

[Reuter's.]

A Handsome Donation.

London, 23rd September.

The Nord Deutsche Lloyds have given Mks. 6,000 in aid of the sufferers by the recent typhoon in Hongkong.

Anglo-German Relations.

There has been a fresh outburst of Anglo-German bitterness, arising from the insignificant incident of the German tourist yacht *Meteor* attempting to moor at a Government buoy in Portsmouth harbour, and being requested to move to the merchant anchorage. Distorted versions have been published in Germany, alleging that the captain of the *Meteor* was insulted and compelled to put to sea, when a storm came on. Offensive articles have appeared in the German press.

The "Meteor" Incident.

It is understood that Germany is satisfied with the result of the inquiries regarding the *Meteor*.

[Reuter's.]

The Recent Typhoon.

It is estimated that the recent typhoon, in Hongkong, will cost London underwriters upwards of £1,000,000.

The Insurrection in Cuba.

Fifteen hundred Americans are preparing to land, to defend Havana, in the event of a collapse in the negotiations.

The situation is somewhat improved.

Crete.

M. Zaimis, a Greek, has been appointed High Commissioner of Crete, in succession to Prince George.

[V. C. D. News.]

Japanese Shipping Companies.

[L.A. in Shares.]

Tokyo, 20th September.

There has been a remarkable fall in the shares of the Nippon Yusen Kaisha and subsequently in those of the Osaka Shosen Kaisha. It is supposed in Tokyo that the decrease in the profits of these companies is due to domestic and foreign competition.

FUNERAL OF A CHINESE OFFICIAL.

HONOUR WITHHELD.

[From a Correspondent.]

Canton, 24th September.

It will be remembered that Mr. Ying Kwei, late Viceroy of Fuchow, through his good offices saved Canton from an outbreak at the beginning of this year, over the railroad affair, at the same time unpeaching Viceroy Shum before the Central Government. Two months ago he died, and his funeral took place to-day, being a splendid spectacle, there being at least 3,000 people in the procession. But the funeral was not marked with the honour usually allowed to men of his rank—that of allowing the funeral procession to go through the old Canton Wall City. The absence of this honour is attributed to the fact that Viceroy Shum did not forward the necessary favourable recommendation for the granting thereof to the Throne.

All our available steam-launches and lighters are being sent to Hongkong to supply the needs caused there by the late disaster, and consequent loss of such craft.

Viceroy Shum is now preparing to leave, and has announced that he will take his departure on the 10th prox.

SHIPPING AND MAILS.

MAILS DUE.

American (*Hongkong Maru*) 26th inst.Indian (*G. Apar*) 27th inst.French (*Touraine*) 28th inst.American (*Korea*) 4th prox.Canadian (*Tartar*) 18th prox.

The Japanese s.s. *Koun Maru* is due here on 29th inst.

The Great Northern s.s. *Dakota* from Seattle left Kobe on Monday, the 24th inst., at 6 a.m.

The T. K. K. s.s. *Hongkong Maru* will arrive in Hongkong on Wednesday, the 26th inst., at 11 p.m.

The C. P. R. Co's s.s. *Athenian* left Yokohama on Saturday, p.m., the 22nd inst., for Victoria and Vancouver.

"BEGINNING CANTONESE."

(教話指南)

By O. F. Wisner, President of the Canton Christian College, Canton, China, 1906.

This book has worth beyond the value that would appear to be indicated by its unpretentious—not to write unattractive—outside. Cover and binding are acceptable of improvement. From the point of view of artistic workmanship, this publication is scarcely a "finished production." Does the Baptist Publication Society, Canton, eschew the tricks of the trade and hold in abhorrence all that savours of specious appearance and ineffectual adornment? Or is the "plus in the neatness" sentiment of an ancient classic to have its application in the sphere of current literature?

"Good wine needs no bush," nor will good books lack readers. Dr. Wisner's contribution to the study of Cantonese will win its way without the insidiously suggestive recommendations of a publishing company, or the obtrusive pushfulness of a reviewer. For this opinion we are glad to render. As in duty bound, a reason thus: In all our experience of "Aids" to the study of Cantonese this is the first to give due discriminating philosophic regard to the mental habits of the Eastern pedagogues and of his Western disciple.

The author of this book has been at the pains, to exercise sympathy and imagination alike on the Oriental and on the Occidental. He has striven to show the Chinese teacher how knowledge of Cantonese may best be imparted to the European or American student. The "Directions to the Teacher," in and by themselves, are well worth the price (two dollars) charged for the book. Printed in Chinese and English the "Directions" are plain, practical, timely, comprehensive, and in line with up-to-date pedagogy in the West. They are surely factors making for change in the "old order"—long out worn, grievous and pernicious in its effect on the relations between a teacher and learner. Through no fault on his part the Chinese teacher cannot "teach." Dr. Wisner teaches the teacher; and the scholar armed with the text book as a weapon can now insist that his instructor shall be worthy of his name—and his salary. We see in the mind's "eye" a Chinese teacher putting into practice the methods of this book and our approval is given in no measured or qualified terms: "You must explain the words largely by means of objects and motions. You have either the object or a picture of it present. Do not wait till you want the thing before you; look for it. Have it ready before hand. You must explain the meaning of many verbs by action. You must 'stand' and 'sit' and 'run' and 'jump' and 'look' to show the meaning of these words. Some of the words will tax your ingenuity to the utmost to find some way of conveying the idea. So do not think because you are teaching a colloquial book there is no need of your studying each lesson carefully by way of preparation. If you are ambitious to have your pupils excel others in the speed and accuracy with which they learn Chinese, you will best accomplish that by studying how to make him understand. If you are ambitious to command a larger salary than you have at present, you can take a long step in that direction by studying carefully all the details involved in the present method. A mastery of these will make your knowledge and ability a commodity that will be sought."

Quite true and the double appeal to pride and to purse is—as Mr. San Weller remarked—"Werry pretty." Our counsel is, gauge and measure the zeal and competence of a Chinese teacher by his willingness and ability to work according to rule—as here laid down. If this be done, then more than any book of the kind hitherto published, this book points an easy way to Cantonese.

It is not Cantonese "made" easy. It is an instruction to teachers and to pupil how to "make" easy. With the small and novel section of this work which concerns the former we have dealt in the above paragraphs. The guiding principle of the book as applied to the learner is summarized as—"The inductive method in the selection and treatment of the various vocabularies." On the whole the selection is wise; and it is wise. The treatment is what we might expect from a teacher of Dr. Wisner's knowledge and experience. It conforms to the laws of thought and calls into play faculties which every Western student worthy of the name has been trained to exercise. He learns Cantonese from approved sentence models; is given a clear view of the idiomatic uses of words and the working of the sentence pivots the verbs is, we think, adequately and successfully shown.

Trusting regard to the merits of this work we look upon its success as assured. The working of the law of survival should in due time give the modest volume place among the more widely useful aids to the acquisition of the Cantonese dialect.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next, at 2.30 p.m. Following are the orders of the day:

Financial Minutes (Nos. 65 to 69). First reading of a Bill entitled An Ordinance to consolidate and amend the Law relating to Trade Marks. First reading of a Bill entitled An Ordinance to amend the Law of Evidence. Second reading of the Bill entitled An Ordinance to apply a sum not exceeding five hundred and two thousand and one hundred and thirty-five Dollars to the Public Service of the year 1907. Second reading of the Bill entitled An Ordinance to amend The Prepared Opium Ordinance, 1891. Committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes. Third reading of the Bill entitled An Ordinance to amend the Lunacy Ordinance, 1906. Third reading of the Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905. Third reading of the Bill entitled An Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund. Third reading of the Bill entitled An Ordinance to amend the Regulation of Chinese Ordinance, 1888.

A meeting of the Finance Committee will be held immediately after the Council.

THE SHANGHAI TRAGEDY.

HYNDMAN ON HIS TRIAL.

MRS. ROSE'S EVIDENCE.

At 10 a.m. on 24th inst. his Lordship, Sir Hayland de Saumarez, Judge, took his seat in H. B. M.'s Supreme Court, Shanghai, for the trial of Peter Sidney Hyndman on the charges set forth in the indictments.

THE JURY.

The following jury was empanelled:—Messrs. T. Grayson, F. W. Rawsthorne, W. E. Blades, T. H. D. Chanley, G. W. Noel, D. C. Kerr, G. C. W. Dew, V. H. Launing, G. H. Rendall, W. F. Ingles, James Jones, G. R. Barrett.

The following gentlemen on being called were challenged and ordered to stand aside:—Messrs. T. I. Rowland, D. Campbell, L. Cubitt, C. A. Rieveley, H. E. McCann, C. L. Jackson, R. Lough.

Messrs. C. R. Burkill, C. M. Joyce, J. J. Dunn, F. G. Payne having failed to answer to their names were fined £5 each.

THE PRISONER PLEADS.

Mr. King, the Registrar—Prisoner at the Bar, having heard the indictments read how say you? Are you guilty or not guilty?

Prisoner—Not guilty.

The Court was packed by spectators throughout the long sitting, great interest being evinced in the evidence to be given by Mrs. Rose.

Mrs. Rose, on being called, spoke in a very low tone and answered nearly all the questions put to her very reluctantly; at times she was quite inaudible and had to be told to speak up. After being sworn, she said: My name is Winifred Rose. My husband died in March last. After his death I went to live with my brother in a house in Dent Road. That would be about a month after Mr. Rose's death. I was living in the time of the shooting. I was visiting Mr. Smith at his house in Haining Road when the shooting occurred. I had been there before twice. The boy came upstairs and said a gentleman had come. Smith said: "Look out, it's Hyndman." Then there was a struggle and I got frightened and ran out. Some one shot me on the stairs. I did not hear any more shots. I had known Hyndman for about seven years and had seen him often and on all that time. I got a letter from Hyndman the night before the shooting. That is the letter.

The letter read as follows:—

Shanghai, 31st Aug., 1906.
Darling Winie,—I am sending you by the tri-sha the articles requested. I will be home later, don't wait for me for dinner, will be home soon after.

"Darling, be good and true to me for ever."
Dollie.

Yours, all in a sweat and busy, with loving kisses.—Yours only,
PETER.

P. S.—Go and get yourself and tomorrow we shall have a good day's outing.

I saw Hyndman, but at the contents of this letter and told him I was going but but not with him.

Cross-examined:—I was engaged to be married to Mr. Hyndman shortly after my husband's death. I wrote the following letter to Mr. Hyndman:—

18th Aug., 1906.
Darling Peter,—Thanks very much for the present you so kindly sent Charlie; he is awfully pleased with it. All the morning he has been asking for you and watching for you. I have still got the pain, but not very bad. Hoping to see you soon.—Yours for ever,
WINNIE ROSE.

P. S.—All this space means kisses; take one at a time—Dollie. (Don't mind pencil.)

Charlie is my son. He is about four years old. I also wrote another letter on or about the 21st August. I letter read:—

Dear Peter,—Since every circumstance which associates itself with you finds interest in my eyes I cannot allow the anniversary of your birth to pass without hailing it as the most auspicious day, which, by giving you to the world, judiciously became to me also the advent of a bright and happy existence.

My heart is too full to congratulate you in appropriate terms, but what is wanting in eloquence I will endeavour to convey in earnestness. May you live to see many of these occasions and may each succeed in anniversary find you happier than the last and leave you still entering upon the threshold of new joys.

I have enclosed a trifling memento of the event, which you will greatly please me by accepting and wearing. It is accompanied by every wish which affection and solicitude can dictate and with repeated assurances of my deep and abiding regard.—Believe me, Dear Peter,—Your ever affectionately and devotedly,
WINNIE DOROTHY MAILE ROSE.

I was in Wuhu about a month with my brother and came back with him to Shanghai. That ring (shown) is Peter Hyndman's ring; it is a mizpah ring—a ring of betrothal. Hyndman was living at a boarding house and afterwards came to live with us. I asked him to do so and he was to pay his board. My brother Markey, John, my sister Katie, my two children, myself and Hyndman all lived in the one house in Dent Road. I went to Smith's house in the afternoon. I had known him for some time before. When I got there I asked him for some tea but he gave me no drink. On two previous occasions Katie and I went together. I became acquainted with Smith through Markey, my brother, who wanted a situation. Katie is 14 years old. We had tea the first time. On the second time Smith gave me beer and tried to drug me. I told Hyndman about it. He said don't be afraid Lilly. I told him that Smith was going to put a rod of lead into him. At the house Smith went out of the door to see who the man was and shut it. I got frightened and ran downstairs. Two days previous to the shooting Hyndman read me a letter which he was sending to his father.

(Continued on page 7.)

THE STRANDED LEVIATHANS.

"MONGOLIA" AND "MANCHURIA" ASHORE.

We are in receipt to-day of the following communication from the local agent of the P. M. S. S. Co.:—

Referring to the accidents to the *Mongolia* and the *Manchuria*, we append cablegrams which were received from Manager Ward of the Cable Company, and which may be of interest to your readers:

"Midway Island, Sept. 19th (Sept. 20th Hongkong time)."

"We are all well and comfortable; am trying to make Midway popular as a watering place. Everybody seems to be having a good time. Provisions, mail and baggage landed. Kind regards to all friends. We sighted Japanese training ship *Andogawa*, last evening; she is now near Mongolia. Three other steamers also on way from Honolulu. No change in position of ship. Weather keeps very fine."

"Midway Island, Sept. 20th (Sept. 21st Hongkong time)."

"Much appreciate kind message from friends. We are all keeping well and in good spirits. Very sorry about typhoon at Hongkong. No change in position of Mongolia. The *Andogawa* is standing by rendering every assistance. *Manchuria* is afloat; was towed safely into harbour by Commercial Pacific Co.'s repairing steamer *Restorer* four days ago. Reported she is not much damaged; may be able to sail in a few days. Kind regards to all."

INTERPORT CRICKET.

HONGKONG V. SHANGHAI.

The Committee of the Hongkong Cricket Club have elected the following players to represent the Colony against Shanghai. The team will leave by the *Empress of China* on Thursday next, 27th instant, at 4 p.m. and return from Shanghai by the German mail sailing on Saturday, 6th October. Team:—

1. Mr. R. Hancock (Captain), 2. Mr. W. C. D. Turner, 3. Mr. T. E. Pearce, 4. Mr. C. H. Mackay, 5. Mr. H. E. Blanger-Leathes, I.M.S., 6. Mr. R. E. O. Bird, 7. Mr. W. Dixon, 8. Mr. R. S. Lucy, R.A., 9. Capt. H. W. Smith, R.A., 10. Mr. H. W. Woodward, R.N., 11. Mr. C. E. Morrell, 12. Mr. H. R. Phelps (Umpire), 13. Mr. Geo. Grimble (Scorer).

CANTON DAY BY DAY.

THE RECENT TYPHOON.

[From Our Own Correspondent.]

Canton, 24th September.

The Canton Charitable Institution has petitioned Viceroy Shum to send the river warships for towing vessels on the Pearl River for the purpose of assisting in picking up the dead who were drowned in the typhoon of the 18th inst. Commanders Yan and Lam were, therefore, instructed by the San Hui Chum in accordance with the order of H.E. Shum to despatch five gunboats for the purpose.

REGULATING OPIUM SMOKING.
As it is expected that opium smoking will soon cease, two Chinese merchants—one surnamed Ho and the other Kwan—petitioned the authorities of Canton to have all opium smoking pipes licensed. The fee is to be \$1 a month. When the pipe is used for smoking, the licence should be hung on it.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.
"Buyers"—H.K. C. & M. Steamboat Co. \$147, Indo-China \$74, Shell Transport 207, Hongkong Docks \$156, Kowloon Wharves \$93, Shanghai Docks \$15, Humphreys Estates \$14, Electric \$144, Tramways \$215.
Sellers:—Hongkong Banks \$800 London \$93, Unions \$780, Cantons \$320, Hongkong \$327, China and Manila \$24, Douglas \$47, China Sugars \$174, Rauls \$84, Hongkong Lunds \$109, West Point \$59, Cottons \$134, China Borneo \$104, China Provident \$960, Lees \$136, Ropes \$29, China Light and Power \$124, Fowells \$104, Hongkong \$155-156, Kowloon Wharves \$93, Cements \$12, Fenwicks \$21.
Nominal:—National Banks \$47, China Fires \$93, Hongkong Wharves \$120, Hongkong Hotels \$15, Dairy Farms \$17, Watsons \$13.

TODAY'S EXCHANGE.

Selling.
London—Bank T.T. 2 29/16, do demand 2 28, do 4 months' sight 2 28, 3 France—Bank T.T. 42, America—Bank T.T. 53, do demand 2 26, do 1 month 1 16, do demand 1 16, Hongkong—Bank T.T. 73, Singapore T.T. 51 1/2, Japan—Bank T.T. 108, do demand 1 33.
Buying.
1 months' sight L/C. 3 3/16, 6 months' sight L/C. 3 3/16, to date sight San Francisco & New York 5 1/4, 1 months' sight do 5 1/4, 30 days' sight Sydney and Melbourne 2 3/16, 4 months' sight France 8 1/4, 1 months' sight Germany 2 25, 1 month's sight 2 25, Bank of England rate 3 1/4, Sovereign 9 04.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 25th at 10.55 a.m.—The barometer has continued to fall again over the Philippines. This may be due to a depression as yet far out in the Pacific.

Over E. Japan the barometer has fallen, probably owing to the existence of a depression over the N. part of the Sea of Japan.

An anticyclonic area seems to be spreading over N. China from the N.W., a considerable increase of pressure having taken place at Weihaiwei.

Strong N.E. monsoon is expected to set down the China Coast.

1.—Hongkong and neighbourhood, E. to N.E. winds, moderate to fresh fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, N.E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THREATENED STRIKE IN CANTON.

BOATMEN V. I. M. CUSTOMS.

[From a Correspondent.]

Canton, 24th Sept.

For the last three months or more, trouble and friction have existed between the passengers-boatmen and the Commissioner of Customs, regarding the enforcement of the payment of a small fee on entering the harbour, and which fee was not charged before, but only lately imposed on these boats. The owners have repeatedly asked for its abolition, and the refund of the amounts already paid, but the Commissioner of Customs has, so far, taken no notice of their petition, and has even gone so far as to stop their particular boats until the fees are paid. Seeing this the boatmen petitioned the Viceroy, who made representations to the Inspector General, and the latter thereupon ordered the collection of this fee to be stopped, and a proclamation to that effect to be issued, and copies furnished to the people. But the Commissioner has utterly ignored all these instructions, and hence the strike.

The Chinese officials are entirely in sympathy with the boatmen. This strike will cause great inconvenience, and will stagnate the passenger traffic, and what will be the outcome it is impossible to foretell. All the incoming boats to-day have taken up their anchorage in the back reach, and those arriving to-morrow will follow suit. In all there are about 66 boats plying in this trade, and when they all come in they will fill up the back reach.

To-day's Advertisements.

NOTICE.

MADAME JAY has just received a Stock of very fine

HAND-EMBROIDERIES, AND SUMMER AND AUTUMN TRIMMINGS,

such as has not been seen in Hongkong before, and suitable for Trimming any Goods, no matter how thin or how heavy. She has also in Stock, in two qualities, some very fine WHITE SATIN, *Crispe de Chine*, *Mousseline de Soie*, SILK MULLS, suitable for WEDDING GOWNS, besides many other new materials for customers to choose from.

Madame JAY particularly calls attention to the fact that, owing to favourable exchange she is prepared to provide WEDDING TROUSERS LAUN, at a figure less than that for which they can be imported from Home, while at the same time guaranteeing a perfect fit.

LADIES COME, AND SEE FOR YOURSELVES. Hongkong, 25th September, 1906. [943]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

DURING THE TYPHOON of 18th September, DAMAGE BY SEA and/or RAIN WATER was occasioned to some of the Cargo stored in the Company's Godowns. Owners, Consignees, and other interested are requested to inspect and care for their Goods, for which purpose every assistance will be accorded by the Wharf Company.

EDWARD OSBORNE, Secretary. Hongkong, 25th September, 1906. [944]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON FRIDAY AND SATURDAY, the 5th and 6th October, 1906, commencing each day at 2.30 p.m., at "New Kingsclere," Kennedy Road,

A QUANTITY OF VERY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—SILK TAPESTRY AND PLUSH COVERED DRAWING ROOM SUITES, MARBLE FIGURES, OCCASIONAL TABLES, FANCY FRENCH MIRRORS, ORNAMENTS, PICTURES, &c.

EXTENSION DINING TABLE, HAND-SOME SIDEBOARDS with MARBLE TOP and BEVELLED MIRRORS, DINNER WAGGONS, MURLOCK COVERED DINING ROOM SUITE, BOOK CASES, PICTURES, CURTAINS, &c.

BRASS BEDSTEADS, MARBLE TOP WASHSTANDS, TOILET TABLES, HANDSOME WARDROBES, BEDROOM SUITES, &c.

TIENISIN and PILE CARPETS and RUGS, GLASS AND CHROME WARE, and KITCHEN UTENSILS, and a quantity of FINE ELECTRO-PLATED WARE.

ALSO 7 CARRIAGES and a quantity of SADDLERY.

TERMS:—As Customary. On view from Wednesday, the 3rd October, 1906.

GEO. P. LAMMERT, Auctioneer. Hongkong, 25th September, 1906. [945]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing. |
|----------|-------|----------------|----------|
| Lyra | 4,417 | G. V. Williams | 2nd Oct. |
| Shawmut | 9,606 | E. V. Roberts | 24th " |
| Tremont | 9,606 | T. W. Garlick | " |
| Platader | 3,753 | F. G. Wainston | " |

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 25th September, 1906. [946]

Intimations.

THE

ROBINSON, PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

| FROM | STEAMERS | DUE |
|-----------------------|-------------|-----------------|
| GLASGOW and LIVERPOOL | "MENELAUS" | 27th September. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | 27th " |
| GLASGOW and LIVERPOOL | "DARDANUS" | 4th October. |
| GLASGOW and LIVERPOOL | "JASON" | 10th " |
| GLASGOW and LIVERPOOL | "DEUCALION" | 17th " |

HOMEWARD.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|-----------|-----------------|
| HAVRE, ROTTERDAM & LPOOL | "KINTUCK" | 30th September. |
| LONDON, AMSTERDAM & ANTWERP | "CYCLOPS" | 2nd October. |
| LONDON, AMSTERDAM & ANTWERP | "MACHAON" | 9th " |
| GENOA, MARSEILLES & LPOOL | "CALCHAS" | 20th " |

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO SAIL |
|---|-------------|-----------------|
| VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA | "NINGCHOW" | 29th September. |
| | "ANTILCHUS" | 28th October. |

WESTWARD.

| FROM | STEAMERS | DUE |
|---|--------------|---------------|
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | "OANEA" | 2nd October. |
| | "TELEMACHUS" | 3rd November. |
| | "BELLEOPHON" | 3rd December. |

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

| FOR | STEAMERS | TO SAIL |
|--|-------------|-----------------|
| MANILA | "TEAN" | 26th September. |
| TIENSIN | "LIANGCHOW" | 27th " |
| NINGPO and SHANGHAI | "KIUKIANG" | 29th " |
| SHANGHAI | "YCHOW" | 1st October. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | 5th " |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|-----------|-----------------|--------------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 29th Sept., at Noon. |
| RUHI | 2540 | R. Almond | " | " |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th September, 1906.



HONGKONG NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

| Steamship | About |
|-----------------|---------------|
| "SOUTH AMERICA" | 16th October. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th September, 1906.

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

| STEAMERS | DESTINATIONS | TO SAIL |
|-----------------|-----------------------------|-----------------------|
| BRISAVIA | SHANGHAI, KOBE AND YOKOHAMA | 28th September. |
| HABSBURG | SHANGHAI, YOKOHAMA AND KOBE | 29th September. |
| SEGOVIA | YOKOHAMA AND KOBE | Beginning of October. |
| SITHONIA | SHANGHAI, KOBE AND YOKOHAMA | 28th October. |
| C. FERD. LAEISZ | SHANGHAI, YOKOHAMA AND KOBE | 13th November. |
| ANDALUSIA | SHANGHAI, KOBE AND YOKOHAMA | 22nd November. |
| AMBRIA | SHANGHAI, YOKOHAMA AND KOBE | 22nd November. |

HOMEWARD.

| STEAMERS | DESTINATIONS | TO SAIL |
|-------------------|-----------------------------------|-----------------|
| LIBERIA | VIA SINGAPORE, PENANG AND COLOMBO | 25th September. |
| SENECAMBA | HAVRE, ANTWERP AND HAMBURG | 10th October. |
| Capt. Peter | VIA SINGAPORE, PENANG AND COLOMBO | 10th October. |
| SURVIA | HAVRE, BREMEN AND HAMBURG | 16th October. |
| Capt. Knaist | VIA SINGAPORE, PENANG AND COLOMBO | 2nd November. |
| HABSBURG | NAPLES, HAVRE AND HAMBURG | 16th November. |
| Capt. Filler | VIA SINGAPORE, PENANG AND COLOMBO | 16th November. |
| BRISAVIA | HAVRE AND HAMBURG | 30th November. |
| Capt. Hildebrandt | VIA SINGAPORE, PENANG AND COLOMBO | 14th December. |
| SITHONIA | VIA SINGAPORE, PENANG AND COLOMBO | 14th December. |
| Bremer | NAPLES, HAVRE AND HAMBURG | 14th December. |
| RHEMANIA | VIA SINGAPORE, PENANG AND COLOMBO | 11th January. |
| von Hoff | HAVRE AND HAMBURG | 25th January. |
| ANDALUSIA | VIA SINGAPORE, PENANG AND COLOMBO | 25th January. |
| Capt. Schmidt | NAPLES, HAVRE AND HAMBURG | 25th January. |
| HOHENSTAUFEIN | VIA SINGAPORE, PENANG AND COLOMBO | 25th January. |
| Capt. Lining | HAVRE AND HAMBURG | 25th January. |
| ALESIA | VIA SINGAPORE, PENANG AND COLOMBO | 25th January. |

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well-ventilated cabins, each provided with two beds (no bunks); sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEIN," s.s. "SCANDIA," and s.s. "SITHONIA."

COAST SERVICE.

| STEAMERS | DESTINATIONS | TO SAIL |
|----------|---------------------------|-----------------------|
| DAPHNE | NAGASAKI AND WILADIVOSTOK | Beginning of October. |
| KOWLOON | SHANGHAI AND CHINKIANG | To follow. |
| LYDIA | SHANGHAI AND CHINKIANG | To follow. |

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE,

HONGKONG OFFICE.

For steamers of the Coast Service marked † to SIEMSEN & CO.

Hongkong, 21st September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|------------------------------|-------------|-------------------------------|
| SHANGHAI VIA SWATOW | "KWONGSANG" | WEDNESDAY, 26th Sept., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | THURSDAY, 27th Sept., 3 P.M. |
| MANILA | "YUENSANG" | FRIDAY, 28th Sept., 4 P.M. |

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 25th September, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN."

Captain St. John George, will be despatched for the above Ports, on SATURDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 22nd September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

AND IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient

inducement.

THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other

Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 11th September, 1906.

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th September, 100 cts. per \$ Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Mullock's Brains—Know

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" chop-keok

" Mutton—Yeung Pai Kwai

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pai Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pigs, To Order—Chu Chai

" Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Sui Ap Chai

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

" Ap

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai

Cuttle Fish—Muk Yu

" Nab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui Tu Sa

Eels, Congor—Hoi Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kup Yu

Herring—Tao Pak

Halibut—Cheung Kwai Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobster—Lung Ha

Mackerel—Chi Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Pau Poong

Plinse—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pei Pa Sa

Rock Fish—Sek Kau Kung

Roach—Chun Yu

Salmon, (Cton), fresh water—Ma Yau

Cents.

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Soles—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho Hoi Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" Ko

" (Chefoo)—Tin Chun Ping

" Ko

" Small—Hoi Tong

" Custard—Fan Lai Chi

Bananas, fragrant, Canton—Sang Sheng

" Heung Chiu

" (brides), Macao—Sang Heung Chiu

